

Little Jennie Young of Camden, N. J.
Bitten by Two Fierce Canines

That Also Nearly Kill Two Persons
Who Come to Her Assistance.

owned by Lawyer French, nearly killed three persons yesterday afternoon. Jennie Young, the eight-year-old child of a neighbor, was playing in the kitchen with the dogs, as she had often done before. Suddenly, Mrs. French, who was in the sitting-room, heard piercing screams from the child, and ran quickly to the kitchen. Little Jennie had been knocked to the floor and the dogs had attacked her ferociously. Mrs. French endeavored to

and, instead, sprang at her throat and bit viciously at her face. She was quickly knocked down, and both animals attacked her afresh. Her screams brought Mr. French down stairs, and he made for the dogs. No sooner did they see him than they sprang upon him, and, despite all his efforts, the fierce beasts knocked him down close behind his unconscious wife, and attacked him. He finally struggled to his feet, seized a poker and drove the beasts out of the kitchen and

the floor, covered with blood, his clothing torn in a dozen places. Three physicians were summoned.

He was badly bitten about the throat, face and arms, and was one mass of torn flesh and blood from her shoulders up. Mrs. French's face was terribly lacerated, her right arm torn, and one ear bitten half off. Mr. French was terribly injured in the part of the body.

His face and neck were badly torn and cut by the fangs and claws of the brutes, and he is suffering very much from the shock. Mrs. French is prostrated, and

There are grave fears for her life. The mastiffs have been in Mr. French's possession for two years, and never before exhibited any tendency to harm any one. They were shot yesterday.

LYNCHED BY REFORMERS.

Bloody Work of a Texas Temperance Mob — Bill Bow Shot, Red Paige Hanged, and Alf Whitten Banished.

GALVESTON, Tex., Jan. 5.—A special from Huntsville, Tex., to the News says that intelligence reached there last night from Madisonville, the county seat of Madison county, that a body of armed citizens, calling themselves reformers, shot and killed "Bill" Bolo last night while he was standing on the steps of Viser's drug store, and then hanged "Red" Paige and another man, whose name is not known. Alf Whitten, a friend of Bolo, was shot and killed at the same time. Even

AGAINST THE INTERSTATE LAW.

CHICAGO, Jan. 6.—Five immense petitions have been sent to Washington from the various dressed beef and canning companies to the interstate commerce commission. It is the beginning of a great lawsuit, involving millions of dollars in interest, which will be contested in the United States Supreme Court and involve the constitutionality of the interstate law. The individual damages claimed by losses in rebates since the enforcement of the law

A great array of legal talent has been engaged for the different interests, among others being Senator Edmunds and Don M. Dickinson, who are counsel for the coal companies. The railroads and companies mentioned are those which have formally petitioned for relief. The following are the leading charges they make against the railroads, mentioned in the petition, of violations of the interstate commerce law.

The common carriers have established by common law the right to demand the

beef, sheep and hogs in refrigerator cars for its carriage in a continuous transportation from the Union Stock Yards to New York City, and to intermediate points in procession. The petitioners load and unload the cars and ship at their own risk, relieving the roads of much labor. The rate now exacted, and which has been exacted since the act went into force, is 14½ per cent. greater than the average published tariff rate for the same service for six years prior to that date.

Account of Last Wednesday's Wreck on the Canadian Pacific.

OTTAWA, Ont., Jan. 6.—Further particulars of the collision of freight trains last Wednesday, on the Lake Superior section of the Canadian Pacific railroad, have been received. The trains collided on a trestle work bridge between Peninsula and Stewart stations. The trestle gave way and the train, carrying a load of lumber, fell into the ravine below, a distance of 80 feet. The engine drivers and brakemen, seven

the cars ahead, with the exception of one brakeman instantly killed. The conductors who occupied the vans at the rear of the trains, are said to have escaped. One of the brakemen jumped safely into a tree. The engine driver of the West-bound train, Charles Atkinson of Brockville, is the only one of the men killed whose name is known. The place where the accident occurred is one of the wildest and most dangerous parts of the new line between Sudbury and Winnipeg. The horse-shoe, as it is generally called, is an

a mile long, and about 120 feet high in the centre. All the cars were filled with freight, and everything was smashed to atoms. The train coming east was laden with Manitoba grain, thousands of bushels of which are lying all over the ice. The accident is said to be the result of a mistake of a new conductor.

AFTER HIS MAD AUNT'S MILLION.

A Chicago Jockey Goes to England to
Own a Horse

well-known jockey, has gone to England to claim a large fortune left in London by an aunt named Joyan, who recently died in an insane asylum near London. The estate is now in possession of his sister, who had Mme. Joyan sent to an asylum four years since.

Richardson's sister wrote to an old school friend since married. The letter accidentally came into the hands of the girl's brother in the post office, and was forwarded to the mother of Richardson, who was married

ARE YOU A DEMOCRAT?

Distribute sample copies of **The Weekly Globe.**

lished anew journal of his own, the Europe Herald. It returned at the end of the first 90 days the profit he had supposed he would

the custom of interviewing in the
the Parisians of all classes take

one of the paper are now issued to meet in-
coming steamers from America, giving the pi-
penagers all the home news since the d-
they left New York. The constituency
the European Herald, is the American o-
and English colony in Paris, and
summer the 30,000 Americans who trav-
on the continent.

ONCE A YEAR IN MYRIADS.

**The Palola Worm Makes Its Visit
to the Samoan Islands and is Scooped
Up as a Delicacy.**

William B. Churchward, late
sul at the Samoan islands, 1

forth an account of his consulate. When in the islands he had the rare good fortune to witness the annual arrival of those "migrations" of marine creatures which we are told "make their appearance in prodigious numbers at certain points of the reef openings only once a year, and just for a single hour immediately before sunrise." He was not alone. We were further told, "is calculated to a monument by observing the juxtaposition of the sun with the stars, and it should befall to appear on that day. The creatures do so on that day four weeks." These were considered great delicacies. Mr. Church was particularly anxious to see them. "Suddenly, as if let loose at the one instant, there were to be seen wriggling a million upon millions of long, thread-like worms of many colors, all seeming to

the surface and make the most time permitted them for their

bition. Up they came in myriads, until the surface was thickly covered with one so gurgling mass of living animals. Shouting and laughing everyone now plunged to her scorp as busily as possible, bringing up the writhing delicacies at top speed. As good as gold, the sport was as enjoyable as could be. No sooner had the surface been thrown first ray on the water than, as if by magic, with it came a common accident, with which they had risen to the surface they all disappeared, sinking lower and lower to the depths below, until not a single sign of their presence was to be observed at the very spot where, a moment before, the water was perfectly maddy with animal life."—[Library Magazine.

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gold.	Scientific American.....	3.20	3.20
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THE "BALANCE OF TRADE" FALLACY

In his speech on the President's message

last week Senator SHERMAN said that he

greatly preferred a policy which should

"discourage importations and add to the ex-

ternal commerce."

By this Senator SHERMAN meant that he

would discourage the bringing of wealth

into the country and encourage the sending

of wealth out of the country. But does not

the bare statement of the proposition in

this form reduce it to absurdity? If we

bring wealth into the country shall we not

enrich it? If we do nothing but send wealth

out of the country do we not impoverish it?

Why then should we discourage the im-

portation of wealth and encourage its ex-

portation?

Clearly there is something here which

ought to be explained. For the assumption

involved in Senator SHERMAN'S proposition

cuts out everywhere in the newspaper dis-

cussions of the tariff question. It appears

in almost every tariff speech, in Congress

and out. It is the basis of the familiar

misleading talk about the "balance of

trade" being "in our favor" or "against us."

When the proposition that it is injurious

to bring wealth into a country is nakedly

stated, its absurdity is self-evident. Does

not every country, like every individual,

desire more wealth? Then how foolish it is

to forbid people to draw wealth from other

lands and bring it here for the use and

enjoyment of our own people! That portion

of the importation of wealth which may be

set apart for consumption will gratify the

desires and minister to the happiness of our

own people; that portion set apart for use

as capital will add to their productive power

and still further increase the sum total of

wealth to be divided among them. Why,

then, need we fear the importation of

wealth? If we search with any diligence and

candor at all for the fallacy which is evidently

involved in the assumption that it is for

our interest to discourage the importation

of wealth, we shall find it in that common

confusion of thought which confounds

wealth with money. If we know that

man has much money we are in the habit

of saying that he is a wealthy man. So

common is this habit that many of us

never reflect that his money is not in

itself wealth, but only the instrument by

which he may obtain wealth. Money is the

mere instrument, the medium by which

and through which exchanges of wealth

are effected between man and man. Money

is not wealth, any more than an order upon

a warehouse for a bale of cotton is cotton.

Money, whether coin or paper, is a mere

certificate that the holder is entitled to

draw so much wealth from the common

stock.

In considering the trade relations of

different countries, it is necessary to remem-

ber this distinction or else the mind be-

comes confused.

Of course the more purchases of foreign

goods, the more of these certificates must

be surrendered. To those who are accus-

tomed to look upon the acquisition of

money as the final object of trade, it seems

as though we ought to try to "keep the

money in the country." But when the

nature of money as a mere instrument of

exchange is brought to mind, it becomes

clear at once that it is folly to forbid

the importation of the wealth which the

money merely represents. The ultimate

object of trade is not the exchange of

wealth for money, but the exchange of

one kind for the wealth of a more needed

kind. When wealth (products) is ex-

changed for money, and the money is

hoarded, the real payment—not money, but

wealth—is merely deferred, and the transac-

tion is not really completed until the money

"is exchanged for wealth. There is in

fact no more sense in "keeping the money

in the country," than there would be in a

merchant's locking up in his safe all the

bank checks he received, refusing to set

them cashed.

This fallacy stands in the way of a clearer

apprehension of the tariff question among

the people, the press, and the politicians

of the SHERMAN school. It is substantially

the old "mercenary theory," which was

expounded long ago by ADAM SMITH, and

which, supported by a false popular notion

of the nature of money, still retains its

hold upon the minds of those who have

made no radical study of the question. In

its modern form it might be called appar-

ently the "balance of trade fallacy."

The "balance of trade fallacy" is the

assumption that the country which exports

more than it imports is poorer, and that the

country which imports more than it exports

is richer. It is the fallacy of the "balance

of trade," and it is the fallacy of the "bal-

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is the fallacy of the "balance of trade,"

and all the premium derived from

it went to enrich the stockholders. No

wonder they cried at giving up such a

plum, but the effort to make President

JACKSON and the Democratic party respon-

sible for the deplorable state of affairs ex-

isting was hopelessly illogical.

What the effects of the convulsion of

1837 were can hardly be appreciated by the

present generation. The terms "rich" and

"poor" lost their discriminative qualities,

for all seemingly were bankrupt, or in a

state akin to it. Many country merchants,

especially in factory villages, who were (ac-

cording to the custom of the times) depen-

dents of savings for the working people,

were besieged for a return of the deposits,

and hundreds of them in New England

alone went under. Confidence died, and

this was its funeral. It was a salutary les-

son, however, and one that will stand for-

ever as a potent warning against over-specu-

lation.

DECREASE IN SHIPPING.

A thoughtful and evidently sincere con-

tributor writes to THE GLOBE asking

why there are fewer vessels on the ocean

now than there were 20 years ago, and

wonders if the time is not coming when

maritime commerce will be extinct. The

writer of the letter is wrestling with an old

fallacy, one that has been exposed time and

again, and one that he should comprehend, if

he will give the matter a little thought. In

the spirit of the fact that the commerce of

the world has greatly increased during the

past 20 years it is no doubt true that there

are fewer vessels engaged in business now

than there were in 1868, for the simple reason

that the number of doing business have

been entirely changed in that time. We

have substituted large steamships for small

sailing vessels, and now carry tons as

easily as we used to carry pounds. One

steamship now takes the place of twenty

sailing vessels, and a steamer carrying

5000 tons makes the passage in a

fortnight. Thus it is seen that one steam-

ship does the work of 50 sailing vessels.

It is therefore natural that our large fleets

of sailing craft should have left the ocean

never to return. They had their day and

are gone. Evolution and natural selection

work in commerce as well as among animals

and plants, and the fittest survive, while

the unfit is discarded.

Instead of lamenting over the decay of

the world's commerce, we should rejoice

